

**COMPLETE STREETS GOAL - TRANSPORTATION ELEMENT**

*“Develop a connected network of complete streets where public streets are planned, designed, constructed, and maintained for safe and convenient travel of users – pedestrians, bicyclists, and transit riders of all ages and abilities, and motor vehicle drivers – with high quality amenities.”*

**Supportive Comprehensive Plan Policies & Objectives**

<b>Goal Component</b>	<b>Policy or Objective</b>	<b>Comprehensive Plan Element and Section</b>
Bicyclists, Pedestrians, Non-motorized facilities	<i>Objective T-N:</i> Enhance and improve the non-motorized circulation system to, from, and within the City.	<b>Transportation Element</b> Non-Motorized Transportation Section
Bicyclists, Pedestrians	<i>Policy T-47.</i> Pedestrian and bicycle traffic should be accommodated within all areas of the City.	<b>Transportation Element</b> Non-Motorized Transportation Section
Transit users	<i>Policy T-51.</i> Convenient and safe pedestrian and bicycle access should be provided to and at the downtown Transit Center and all transit stops.	<b>Transportation Element</b> Non-Motorized Transportation Section
Connected network	<i>Policy T-54.</i> Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network and should connect to other streets.	<b>Transportation Element</b> Non-Motorized Transportation Section
All users (motorized, non-motorized)	<i>Policy T-58.</i> Non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.	<b>Transportation Element</b> Non-Motorized Transportation Section
Safety	<i>Policy T-61.</i> Adequate separation between non-motorized and motorized traffic should be provided to ensure safety.	<b>Transportation Element</b> Non-Motorized Transportation Section
Health	<i>Policy T-64.</i> Bicycle and pedestrian facilities should be promoted not only as a viable means of transportation, but as an important method for maintaining overall health and fitness of Renton’s citizens.	<b>Transportation Element</b> Non-Motorized Transportation Section
Connected network, Multi-modal	<i>Objective CD-D:</i> New development should have an interconnected road network that supports multi-modal transportation.	<b>Community Design Element</b> Site Planning Section

Convenient travel	<i>Policy CD-28.</i> New streets should be designed to provide convenient access and a choice of routes between homes and parks, schools, shopping, and other community destinations.	<b>Community Design Element</b> Site Planning Section
Safe and convenient travel, Attractive amenities	<i>Objective CD-O:</i> Promote development of attractive, walkable neighborhoods and shopping areas by ensuring that streets are safe, convenient, and pleasant for pedestrians.	<b>Community Design Element</b> Streets, Sidewalks, and Streetscape Section
Safety, Amenities	<i>Policy CD-95.</i> The design of pedestrian-oriented environments should address safety as a first priority. Safety measures should include generous separation of cars and pedestrians, reducing the number of curb cuts and driveways, having numerous, well-marked street crossings, and providing street and sidewalk lighting.	<b>Community Design Element</b> Streets, Sidewalks, and Streetscape Section
Connected network of pathways and roadways	<i>Policy CD-100.</i> A citywide street and sidewalk system should provide linkages within and between neighborhoods. Such system should not unduly increase pass-through traffic, but should create a continuous, efficient, interconnected network of roads and pathways throughout the City.	<b>Community Design Element</b> Streets, Sidewalks, and Streetscape Section
Safety, Amenities	<i>Policy CD-103.</i> Landscaped parking strips should be considered for use as a safety buffer between pedestrians and moving vehicles along arterials and collector streets.	<b>Community Design Element</b> Streets, Sidewalks, and Streetscape Section
Transit users	<i>Policy T-31.</i> Public transportation transit stops should be safe, clean, comfortable, and attractive.	<b>Transportation Element</b> Transit Section